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Hongkong, 5th April, 1904. [a142]

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Hongkong, 6th May, 1903. [a218]

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Hongkong, 6th May, 1903. [a218]

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[a23]

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[3]

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No anonymously signed communications that have  
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The Daily Press.

HONGKONG OFFICE: 14, DESVOLUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6TH APRIL, 1904

In our issue of yesterday we published some interesting statistics of the progress of the German colony of Kiaochau, which shows a satisfactory rate of development generally. It is true that Germany is spending money very freely on this possession, and that it is not at present paying any interest on that expenditure; but the German Government look confidently to the time when the capital now being laid out will yield good results, if not directly then indirectly by feeding German trade and shipping. Already the trade of Kiaochau has increased enormously, the returns for 1903 showing that it had doubled as compared with the trade of the preceding year. Meantime six factory buildings and a silk spinning mill have been built, a concession acquired for a steam corn mill, numerous houses and godowns have arisen, a brewery is being established, and a fourth brickfield has been opened. Mining syndicates are also busily engaged in exploring the hinterland of the Colony, and the results of their labours (Shantung being fairly rich in minerals) will no doubt soon be apparent. The work of afforestation is being systematically carried on, as our German friends believe very strongly in the ameliorative influences of forests on the climate, and it is asserted that the young plantations already established have had a beneficial effect on the rainfall and have increased the fruitfulness of the soil. Altogether the German Government have reason to believe that the money so freely lavished on their Far Eastern dependency has not been wasted, and that an object lesson for the Chinese in North China has been created by their efforts.

It is, however, when we come to regard the work done on the Shantung Railway that we in Hongkong find our object lesson.

The concession for making the railway was acquired in 1899, the same year in which the British-Chinese Corporation obtained their concession to construct a railway from Kowloon to Canton, to join the line to be built by the Belgian-American Syndicate from Wuchang to Canton. Early in 1903, the first section of the Shantung Railway, namely from Tsingtao to Chon-tsun, a distance of 303 kilometres, was opened to regular traffic. It was expected that the remaining portion, to Tsinan-fu, the capital of Shantung, would be completed by the 1st June, 1904, but the contractors have anticipated this date by nearly three months, for the first through train to Tsinan-fu was run on the 15th ultimo. The whole distance, 406 kilometres, or 252 miles, from Tsingtao to Tsinan-fu, is therefore now open to traffic, within about five years of the date of securing the concession. This is much better progress than has been made by the Belgian-American Syndicate, but how does it compare with that achieved by the British Syndicate who appeared to be so eager and so anxious to introduce the iron horse into the Celestial Empire, and more especially to connect the British colony of Hongkong with the great and busy capital of Kwangtung? Comparisons are sometimes odious, we know, but it is frequently both necessary and useful to institute them, however distasteful they may be to some of the parties interested. In this case it is not only extremely necessary to make this comparison, but it is also a duty we owe to the Colony and to all those interested in British trade with South China, or, for the matter of that, with any portion of the Far East. As against 252 miles of railway laid in Shantung, connecting the capital of the province with the German port of Tsingtao, what have the British Syndicate to show? Not one yard of railway, not a single sod cut, not even a proper survey made! This is the fact, and it reflects most severely not alone on the Syndicate or Corporation but also upon British enterprise generally, and it is naturally calculated to lower British commercial prestige in the whole of the Far East. Attention has at last been directed to this apparently inexplicable delay in utilising the concession gained with no little difficulty from the Peking Government, and the circumstances have been widely commented upon in public and by the Press, but still there is no sign of any active movement on the part of the concessionaires. The British-Chinese Corporation must, however, wake up, and that speedily, or there will soon be an agitation for the cancellation of their privilege and its transfer to some body or company able and willing to proceed at once with the undertaking. Every month of lost time will now be jealously counted, and this colony will do well, unless satisfactory proofs are soon forthcoming of an intention to proceed with the railway, to memorialise the Colonial Office on the subject.

Letters reaching Paris from Hanoi describe the province of Kwangsi as a perfect cauldron of rebellion.

A fatal case of plague—Chinese—has been officially reported as having occurred at No. 104 Kowloon Street, Kowloon City.

The visitors to the City Hall Library and Museum for the week ending the 3rd April, 1904, were 194 non-Chinese and 75 Chinese to the former, and 53 non-Chinese and 1,728 Chinese to the latter institution.

The London Times has a wireless telegraph station at Weihaiwei. Messages are being sent from the chartered steamer *Hainan* to this station, the pole of which is 180 feet high. A recent gale carried away 80 feet of the pole.

Sir William Harcourt, who entered the House of Commons in 1868, has intimated in a letter to his constituents that in consequence of the state of his health, he has determined not to offer himself for re-election when the General Election, "which cannot be far distant," comes. Even among his political opponents this announcement has evoked expressions of keen regret, for Sir William, whatever might be thought of his political convictions, was regarded as the greatest Parliamentarian since the days of Gladstone.

The Navy Estimates include a sum of £58,000 to be spent at Weihaiwei. When the vote was being considered by the House of Commons Mr. Flynn, one of the Nationalist members for Cork, strongly condemned this proposed expenditure on the ground that Weihaiwei is valueless as a naval base. Mr. Walton asked for information as to the item of £8,000 for the dredging of Weihaiwei. Mr. Lee said he had already explained twice the policy of the Government with regard to Weihaiwei. It had been the original intention of the Government to establish Weihaiwei as a fortified port, but later it had been decided to hold it as a British station in China where ships of the Fleet could go in hot weather as a kind of sanatorium.

Bill has been introduced into the British Parliament by the Government to amend the law relating to false statements with respect to the financial position of companies or other bodies.

The Japan papers announce the death of Mr. W. H. Morse, one of the original partners of the well-known firm of Smith, Baker & Co., of Kobe and Yokohama. His death occurred in New York. Mr. Frank H. Hunter, formerly of the firm of E. H. Hunter & Co., of Kobe and Osaka, died at home on the 19th ult.

In consequence of the approaching tomb worshipping festival, known among the Chinese as *Chingming*, there is at present a large exodus of Chinese to Canton. The river steamers running from Hongkong to Canton are leaving every day with large numbers of Chinese passengers, for the first through train to Tsinan-fu was run on the 15th ultimo. The whole distance, 406 kilometres, or 252 miles, from Tsingtao to Tsinan-fu, is therefore now open to traffic, within about five years of the date of securing the concession. This is much better progress than has been made by the Belgian-American Syndicate, but how does it compare with that achieved by the British Syndicate who appeared to be so eager and so anxious to introduce the iron horse into the Celestial Empire, and more especially to connect the British colony of Hongkong with the great and busy capital of Kwangtung? Comparisons are sometimes odious, we know, but it is frequently both necessary and useful to institute them, however distasteful they may be to some of the parties interested. In this case it is not only extremely necessary to make this comparison, but it is also a duty we owe to the Colony and to all those interested in British trade with South China, or, for the matter of that, with any portion of the Far East. As against 252 miles of railway laid in Shantung, connecting the capital of the province with the German port of Tsingtao, what have the British Syndicate to show? Not one yard of railway, not a single sod cut, not even a proper survey made! This is the fact, and it reflects most severely not alone on the Syndicate or Corporation but also upon British enterprise generally, and it is naturally calculated to lower British commercial prestige in the whole of the Far East. Attention has at last been directed to this apparently inexplicable delay in utilising the concession gained with no little difficulty from the Peking Government, and the circumstances have been widely commented upon in public and by the Press, but still there is no sign of any active movement on the part of the concessionaires. The British-Chinese Corporation must, however, wake up, and that speedily, or there will soon be an agitation for the cancellation of their privilege and its transfer to some body or company able and willing to proceed at once with the undertaking. Every month of lost time will now be jealously counted, and this colony will do well, unless satisfactory proofs are soon forthcoming of an intention to proceed with the railway, to memorialise the Colonial Office on the subject.

Replies to a question in the House of Commons last month, Lord Percy stated that the portion of the fort at Shantung previously occupied by the Russians was, on its evacuation by them, for a time occupied by a French officer with a corporal's guard, and the French flag was hoisted. The French troops have, however, now left, and a party of Russian soldiers from Tientsin are at present in occupation.

Major Magaki, a Japanese cavalry officer, was recalled to Japan at the end of February from Aldershot, where he has been for the past year going through a course of instruction in the British method of training cavalry, as carried out by the 1st Cavalry Brigade, commanded by Major-General H. J. Seebell. Major Magaki has been attached to the 8th Hussars Royal Irish Hussars who gave him a hearty speeding on his departure, as he has made himself most popular with all ranks.

In the course of a discussion of the Navy Estimates in the House of Commons last month Mr. Gibson Bowles said he was informed that the new dockyard at Hongkong was a stupendous mistake, the wrong site having been selected. Mr. Lee, replying for the Government, said the professional advisers of the Government, including the Commander-in-Chief on the station, had unanimously approved of the site, and it was selected on their distinct recommendation.

The following letter was received last month by the Bible Society from Peking, from Sir Robert Hart, Inspector-General of Customs and of Posts in China:—"Enclosed please find a cheque for 100 guineas, which it gives me much pleasure to be able to send as a subscription to your Centenary Fund. It is an honour and a privilege to have even the smallest share in your magnificent work, and I wish you appeal the fullest success.—Sincerely yours, Robert HART."

Mr. Ernest Foxwell, late Professor of Economics and Finance at the Imperial University of Tokyo, has been delivering a course of three lectures in London on "Japanese Life and Character." In one of them the lecturer insisted that for many years Western nations did not appreciate the civilisation of the Japanese; and defended them warmly from the charge of being in any way barbarians. The people were perfectly happy with a minimum of what we regarded as material comforts. They were not divided, but the family unity was regarded as the base of all joy and happiness. The son never separated or cut himself off from his father. They did not understand the sending of people into a workhouse, and thought that was barbarism. They were more healthy than the poorer classes in England, more contented, and lived in a more decent manner than the poor in England. A common saying was, "An unmarried man is a barbarian." There was a total population of 40 millions of people, and not more than 21,000 in what would be considered here a state of pauperism, the majority of these being children who had lost their parents by earthquakes or other natural disasters. In their business relations the Japanese thought equity should be the ruling principle, and not a hard and fast contract.

THE NEW GOVERNOR OF MACAU.

His Excellency Sr. Dr. Martinho do Queiroz Montenegro, his wife, three children and aide-de-camp, Lieut. Christoran Ayres de Magalhaes, arrived from Lisbon by the Messageries Maritimes ss. *Anadu*. Consul General A. G. Romane and Vice-Consul J. J. Leiria went on board to meet the party and brought them ashore in their launch. The visitors put up at the Hongkong Hotel, but, owing to the weather, were unable to "do" the city. They were seen on board the gun-boat *Diu* yesterday morning by the Consul and Vice-Consul, the *Diu* leaving for Macao at 8 a.m. His Excellency will take over the government immediately after landing, preparations having been made for his reception. His Excellency has acted as Governor of Portuguese African Colonies, and has held several diplomatic positions. In appearance he is more like an Englishman than a Southerner and has a thorough sailor-like manner.

It will be remembered that since Governor Novais left Macao some months ago, the government has been in the hands of Bishop Joao Paulino, Judge Albano de Magalhaes, and Senhor Alves Branco, the harbour-master. Judge Albano de Magalhaes, by the way, is leaving for Europe via Hongkong by the Canadian Pacific ss. *Empress of India* on the 20th inst. It is rumoured that the Bishop is leaving Macao on a visit to Singapore. Dr. Alfredo Lello, who was Colonial Secretary in the days of Governor Novais, and went home on leave, is now on his way again to take up the position of Colonial Secretary.

The Navy Estimates include a sum of £58,000 to be spent at Weihaiwei. When the vote was being considered by the House of Commons Mr. Flynn, one of the Nationalist members for Cork, strongly condemned this proposed expenditure on the ground that Weihaiwei is valueless as a naval base. Mr. Walton asked for information as to the item of £8,000 for the dredging of Weihaiwei. Mr. Lee said he had already explained twice the policy of the Government with regard to Weihaiwei. It had been the original intention of the Government to establish Weihaiwei as a fortified port, but later it had been decided to hold it as a British station in China where ships of the Fleet could go in hot weather as a kind of sanatorium.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE VOYAGE OF THE "DISCOVERY."

LONDON, 3rd April.

The *Discovery* among other important geographical and scientific results, found that Wilkesland non-existent, the *Discovery* having sailed over the region where Wilkesland is charted. The work of excavating the *Discovery* was a gigantic task, as eighteen miles of ice had to be cut through to enable her to reach the open sea.

## WESLEYAN GARRISON AND NAVAL CHURCH, WANCHAI.

Easter Sunday was a red-letter day in the history of this church, which had been closed for the last four months for the purposes of re-building and enlargement. Twenty feet have been added to the length, and the addition of side aisles completes the original design of the church. The architect, Mr. A. Denison, A.M.I.C.E., and the builder, Mr. Kin Tuck, are to be congratulated on a fine piece of work carried out punctually to the day. On Sunday morning every available seat was occupied. There were just over four hundred soldiers and sailors present; these with a hundred civilians, made up a congregation of five hundred. The seating capacity of the church has been doubled by the extension. The preacher for the day was the Rev. T. W. Pearce, L.M.S. In a few introductory and congratulatory remarks Mr. Pearce spoke of the happy coincidence of the opening day with the great and joyful feast of Easter. The sermon, founded on I Cor. 1, verse 8, was most appropriate to the occasion, and the two main thoughts were Easter joy and Easter duty. Through the kindness of the Colonel and officers of the Sherwood Foresters the band of that regiment sent a contingent under the leadership of Bandmaster Bradley. Mr. Pearce preached again in the evening to a good congregation. The collections taken were the largest on record for this church. The day was bright, and amid the happiest auspices this enlarged church has entered upon a new life. The opening services will be continued next Sunday, when the Rev. C. H. Hickling will preach in the morning at 10.15 a.m. and the Rev. W. Bridie in the evening, at six o'clock.

## LICENSING SESSIONS.

## THE CONNAUGHT HOUSE LICENCE.

Four of the Justices, Messrs. J. H. Kemp (presiding), F. J. Baddeley, C. D. Melbourne, and Ahmet Rumjhan, at a meeting held yesterday further considered the application made a week ago for the transfer of the Connaught House liquor licence. Mr. P. W. Goldring (solicitor) from the office of Mr. J. Hastings, appeared for the hotel proprietor, and Mr. G. K. H. Bruton (solicitor), appeared for Mr. Clark, the late manager, who opposed the transference of the licence to Mr. Bishop.

Mr. Goldring said he understood that on the 1st inst. Mr. Clark left the Connaught House Hotel and took his clothes and possessions therewith, thereby breaking a condition of the licence. On two nights he slept on the premises, returning one night at 2.30 a.m., and on the other night at 3.30 a.m. He had not taken any part in the management of the Connaught House since the 1st inst., and had not interfered with Mr. Bishop, who had assumed the management from that date. Mr. Clark was legally dismissed, and could take proceedings against the hotel if he thought fit. After his dismissal he had slept at night in the room of a man who was away. The guest had chosen to give him the use of his room, but he had no interest in the affairs of the hotel. Mr. Goldring asked the justices to grant a licence to Mr. Bishop; there was nothing against granting two licences.

Mr. Bruton said that the hotel licence had eight months to run. Mr. Clark was the only person they had to consider as representing the owner, proprietor, and licensee of the hotel. Mr. Clark refused to consent to the transfer of the licence to Mr. Bishop, and they could not grant two licences on the same premises. If there was an offence who would be held responsible? There had been some dispute between the proprietor of the hotel and Mr. Clark. If they granted a second licence they would judge between the proprietor on the one hand and the licensee on the other. The proprietor had got himself into this fix, and he had to get out of it; the proprietor should have had a proper agreement. The existing licence was a contract between the Government and Mr. Clark, for 12 months, and Mr. Clark was the only man known to them.

After some further discussion the matter was considered in private, the Justices finally deciding to allow a second licence.

## COAL FROM CARDIFF.

During the month of February 41 vessels with cargoes amounting to 120,000 tons of steam coal cleared at Cardiff for Far Eastern ports, a large proportion being for Japan. The *Sado Maru* left Cardiff with 3,500 tons, and the larger Japanese steamers, the *Bingo Maru* and *Kawachi Maru*, were at Cardiff early in March taking on board over 12,000 tons. In order to lessen the risk of interference by Russian warships, cargoes consigned for the Japanese navy have been diverted to the Cape route.

Contamination was caused at Cardiff when it was officially announced by Russia that "neutral ships captured while engaged in flagrant act of contraband can, according to circumstances, be seized and even confiscated."

## WAR NOTES.

## BRITISH SHIPS STOPPED IN THE RED SEA.

Besides the British colliers *Strickland* and *Frankly* which were seized by the Russian squadron in the Red Sea in February, but subsequently eluded the squadron, we note that the *Belder* (Captain Macintosh) was stopped and searched. Her cargo consisted chiefly of scrap iron for China. The British collier *Roseley* had a searchlight turned on her, but she was not boarded. The *Palecar*, bound for Yokohama, had her papers twice examined by Russian officers on the warship which stopped her.

## A DRY DOCK FOR PORT ARTHUR.

Seventy shipwrights and artificers left Sevastopol recently for Moscow, where they will be joined by two thousand men from the Baltic yards, the whole party then proceeding by rail to Port Arthur. It is stated that Professor M. J. Timanoff was also leaving for the Far Eastern port. He has a plan for the immediate construction of a temporary dry dock at Port Arthur, capable of taking in the injured warships for repairs. The Professor's project is to close in by a dam an inner corner of the harbour, go to work with the powerful dredgers, and then pump out the enclosure. There is no lack of appliances and material ready to hand, says the correspondent, but it is doubtful whether the dry dock can be constructed in time to be of material service to the Port Arthur squadron, and the constructive work may possibly be retarded or stopped by the long-range fire of the enemy's guns.

## RUSSIA'S PROPOSED NAVAL REINFORCEMENTS.

Papers by the mail contain confirmation of the special telegram published in the *Daily Press* a month ago announcing Russia's intention to dispatch 45 warships to the Far East at the end of June. The squadron will consist of fifteen large ships, which will be accompanied, as we suggested at the time, by about 30 torpedo-boats. The composition of the squadron will be as follows:—The eight battleships *Borodino*, *Orel*, *Imperator Alexander III*, *Kaz*

## CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

**OTED BRIGAND'S SURRENDER.**  
The notorious robber named Li-Pak-Hoi, for whose capture rewards were unavailingly offered by the officials, surrendered himself on the 27th ultimo unto Li-Tao-tai, who had sent Fan-Shi-Oi, a military officer, and some others to the mountains where the robber's den was situated to persuade and induce him to come to Canton. Li-Tao-tai promised to treat him kindly and give him a military appointment. Li-Pak-Hoi was nowhere to be found till the 17th ultimo. He refused to surrender until the deputed officers made perfect arrangements with him to fulfil the promises of Li-Tao-tai. He marched with several tens of his followers to see Li-Tao-tai, who brought him and his friends to Canton on the 1st instant.

**FORE IN DRILL FOR CHINESE SOLDIERS.**

It is reported that Viceroy Shum is arranging for 40,000 robust young soldiers from the garrisons of various provinces to be instructed in foreign military drill under his personal supervision. They will be paid high wages and armed with guns of the latest pattern. If war breaks out between Russia and China it is the Viceroy's intention to march with the soldiers to the North and to take the field himself. He has already ordered six thousand soldiers from the province of Shensi to be sent to Kwangtung.

**A POLICE FORCE FOR CANTON.**

Viceroy Shum has issued orders for the formation of a police force in Saikwan, Canton, the organisation to be similar to that of the Hongkong force. The head office is to be established in Chau-Tong-Nam, the scene of the late big fire, and thirteen stations are to be built in different parts of Saikwan. The force will comprise 1,300, who are to be selected from the different garrisons.

**A FIGHT WITH ROBBER BANDS.**

It is reported that on the 16th ultimo Admiral Ho Chang-ching, of Tiger Pass, proceeded with a number of military officers and about 1,200 soldiers on board sixty large junks to Kam Yau Wan in Henugshan district to effect the capture of two notorious robber leaders named Lam Kwa Sz and Ching Pak, who have about two or three thousand followers and have carried on their depredations for several years in different places of Henugshan. Serious raids were made by them at the beginning of last month in Kam Yau Wan and the surrounding places, when a number of houses were burnt. They had encamped in the rice fields in the vicinity of Kam Yau Wan and the troops attacked them from three positions. The robbers, all armed with modern weapons, fought desperately against the soldiers for about two hours. Eight soldiers were killed and about thirty wounded. It is said that the robbers had only two killed and several wounded. Of the two killed one was a rich man captured by the robbers for ransom. The two robber-leaders are still at large.

**SALE OF CROWN LAND.**

New Kowloon Marine Lot No. 2, situated at Laichikok, was let by public auction yesterday at the offices of the Public Works Department, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by His Majesty's surveyor for the rest of the term of lease from China, or for a further term of 75 years if competent for the Government so to make it. The lot in question has an area of 345,928 square feet; north boundary, 214 ft.; south, 700 ft.; east, 687 ft.; west, 816 ft. The annual rent is \$2,978. A special condition of the purchase is that the purchaser must reclaim the entire area of the lot. Commencing at \$10,378 as an upset price the bidding had to advance at no less than \$50 a time. Messrs. J. D. Humphreys and T. F. Hough bid against each other, Mr. T. F. Hough finally knocking the lot down for \$16,550. Mr. Hough made the purchase on behalf of the Standard Oil Company of New York.

Indian Lot No. 1714, situated at Bonham Road, was let for 75 years, with the option of renewal at a Crown rent for a further term of 75 years. The northern boundary measures 56 ft. 6 in.; south, 118 ft.; east, 86 ft.; west, 53 ft. 6 in. The area in square feet is 5,000. Annual rent, \$35. A special condition was that the purchaser must construct substantial retaining walls necessary to prevent landslips in the event of his cutting away any portion of the hill in order to level the site. The upset price was \$1,500, bidding going up by \$20 a time. Mr. A. P. Samy purchased the lot for \$1,520, there being no bidding against him. Mr. Samy, we understand, intends to build a house for himself.

**NAVAL NOTES.**

In the House of Commons on the 5th ult. Sir Thomas Dewar asked the strength of our naval forces in the Far East. Mr. Prestman said there were five battleships, four first-class cruisers, four second-class cruisers, one third-class cruiser, eight sloops and gunboats, nine destroyers, twelve river gunboats and special service ships, and four torpedo-boats.

Messrs. Scott and Co., of Greenock, on the 3rd ult., launched the armoured cruiser *Argyll*, which is one of the improved County class. The vessel has a displacement of 10,850 tons, and has been built to attain a speed of 22 knots. Her armament consists of four 7.5-inch guns, six 6-inch guns, two 12-pounders, 23 3-pounder quick-firing guns, two maxims, and two 18-inch submerged torpedo-tubes.

Messrs. Vickers, Sons, and Maxim launched from their Barrow works, on the 3rd ult., two submarines. The vessels are 100 feet in length, and embody all the latest improvements suggested by results of experiments with those previously built. There are nine others in course of construction, or about to be constructed. Two of the earlier type have been successfully experimented with in deck, and will be delivered to the Admiralty shortly.

**SUPREME COURT.**

Tuesday, 5th April.

BEFORE MR. T. SERCOMBE SMITH (ACTING PRESIDE JUDGE).

IN SUMMARY JURISDICTION.

**ALLEGED BREACH OF AGREEMENT.**

Fung Wai Shan, of No. 123, Des Voeux Road West (plaintiff), and the Tak On Insurance Exchange and Loan Co., Ltd. (defendant). The plaintiff claimed \$1,000 damages for breach of an agreement in writing whereby the defendant company for a consideration agreed to pay the plaintiff the sum of \$200 per annum for his life; and the plaintiff claimed the costs of suit. Mr. J. Hastings (solicitor), appeared for the plaintiff, and Mr. Stevenson (solicitor), of Messrs. Deacon, Looker, and Deacon, for the defendant company.

Mr. Hastings said that the company was registered in June, 1903, prior to which Kwok Chu Kwan and Sit Chi Nam, who were afterwards appointed the permanent secretaries of the company, approached plaintiff requesting him to obtain shareholders on payment of \$100 per annum in perpetuity for each person whom he got to subscribe \$40,000. He agreed to act, and was successful in obtaining two persons to subscribe for shares and defendant company agreed to pay him \$200 perpetually. This year, however, the directors wrote him to the effect that as the business was greatly decreasing and there being fears of it not being able to be continued much longer if he had a better situation to take up he was at liberty to go. That letter in my affected the agreement, and Mr. Hastings contended that plaintiff was entitled to regard it as being effective during the whole of his life. In such case damages should be such as would purchase him an annuity of \$200 per annum for life, and it would be seen that the amount claimed was very small indeed.

Mr. Stevenson maintained that in view of the fact that the shares in question were not taken up, the agreement was bad for want of proper consideration.

Evidence was taken.

His Honour reserved judgment.

**POLICE COURT.**

Tuesday, 5th April.

Before Mr. J. H. Kemp (Police Magistrate.)

**NOT ANSWERING A SUMMONS.**

A black jacket of the Glory, named Wyness, was charged with not answering a summons for assaulting a Chinaman. He was fined \$10.

**RETURNING FROM BANISHMENT.**

Inspector J. Williamson brought a Chinaman before the Magistrate for returning from banishment. The man was one of a gang who, after an Indian policeman had been mutilated at Young Shu Wan Lanna, shortly after the New Territory was taken over by the British in 1899, was deported for having no visible means of support. He was arrested the day before yesterday by one of the Inspector's Chinese detectives, Au Fong, by name, at Aberdeen Village. The defendant admitted he had returned from banishment, and was sentenced to four hours in the stocks and one year of imprisonment. Since the gang to which this man belonged was banished there has been little or no crime in the district in question.

**ROBBING AN EMIGRANT.**

When emigrants return from Singapore, and other places, with their hard-earned savings, they provide quite a harvest for boarding-house keepers and others in Hongkong. Long before the ship is brought to anchor these land sharks climb up the vessel's sides by means of bamboo boat-hooks and throw the emigrants' baggage into their boats, the poor Chinese, of course, being obliged to follow their belongings. On landing they are quickly spotted as new chums, and very often robbed.

A Chinaman was yesterday sentenced to one month and six hours in the stocks for snatching money from a Singapore emigrant.

**ARE NEWSBOYS HAWKERS?**

Two newsboys were charged by the police with hawking newspapers on the street without a licence. Mr. Kemp said he was not satisfied that the boys were hawkers within the meaning of the Ordinance, and adjourned the further hearing of the case until Friday.

**NOTES FROM THE BOTANIC GARDENS.**

The large bush of *Bougainvillea* on the east of the Gardens has been the subject of much deserved admiration during the last three weeks; the mass of glowing colour could indeed hardly be surpassed either naturally or artificially, and it is to be hoped that the combination of favourable conditions that produced it this year may often recur.

There is a large number of Orchids in flower just now in No. 1 house, including *Caelogyne pandurata*, *Cypripedium Exul* and *Iphelandrys schilleriana*. Behind the Orchids in the same house may be seen a flowering specimen of the curious thorny Aroid, *Lauria heterophylla*.

A tree of the beautiful Japanese *Kobus* (*Magnolia Kobus*) may be seen on the right on leaving this house. The first of its purple flowers are just opening. The heavy scent with which the air in this part of the Gardens is laden comes from its near relative, *Mitchella Fusca*, mentioned in last week's Notes.

While passing through Hongkong the other day on his way to England from the north, Mr. Alfred Crosfield left a fine collection of carefully dried plants that he had brought down with him from Sachsen to be named in the Colonial Herbarium. The duplicates will in many cases form additions to the material already accumulated from the upper Yangtze.

Messrs. Vickers, Sons, and Maxim launched from their Barrow works, on the 3rd ult., two submarines. The vessels are 100 feet in length, and embody all the latest improvements suggested by results of experiments with those previously built. There are nine others in course of construction, or about to be constructed. Two of the earlier type have been successfully experimented with in deck, and will be delivered to the Admiralty shortly.

**A ROAD TO TIBET.**

Na Sarat Chunder Das Bahadur, the Tibetan trader, has written to the Bengal Chamber of Commerce suggesting making a road eastwards from Sadiya in North-East Assam through the Mishmi country to Rima, a distance of a hundred miles, thereby re-opening the old trade route with Chennan and Eastern Tibet, which has long been closed owing to the depredations of the Mishmis, a wild tribe of the Indian border which murders travellers but which could easily be kept off the road by comparatively inexpensive police arrangements. Between Sadiya and Rima, he says, are nowhere mountains more than five thousand feet high, and the engineering difficulties, he thinks, are inconsiderable. Once communication with Rima was opened up, goods would begin to find their way through, but a further hundred miles of road-making would ultimately be desirable to connect with Batang, on the main route between Peking and Lhasa, which runs through open country within two hundred miles of Assam. It is along this route that the Chinese Amban regularly travels in his sedan-chair home with thirty coolies in his journeys between Peking and Lhasa. Were communication with this road established, Indian goods would find their way directly into each province of Kham which is inhabited by Tibetans under the rule of China. A march of two hundred miles, which they would think nothing of, would be all that would separate the coolies of Kham from the labour market of the Indian tea industry, while enterprising merchants of Tashihong, who now travel all the way round by Lhasa to Darjeeling and thence to Calcutta, would be afforded an infinitely easier route for the importation of Indian tea and Manchester pieces into Eastern Tibet. At Batang, at which are the headquarters of Mekong, Sarat Chunder Das suggests that a British Consul should be located to watch over British trade. He holds that this route is a promising one that exists for the opening up of direct overland communication between India and the province of Szechuan in Western China, and he points out that the present is an excellent opportunity for overcoming the initial difficulty. His advice carries great weight, as he is undoubtedly one of the best informed authorities upon the subject.

**THE METRIC SYSTEM.**

**OPINIONS OF THE COLONIES.**  
A White Paper has been issued containing Papers relating to the proposed adoption of a metric system of weights and measures for use within the Empire. In September, 1902, Mr. Chamberlain transmitted to the various Colonies the Resolution adopted at the Conference of Colonial Premiers in London. This affirmed that it is advisable to adopt the metric system of weights and measures for use within the Empire, and Mr. Chamberlain asked for the views of the Colonial Governments, pointing out that the Resolution applies only to weights and measures and does not extend to currency. The following summary of the replies prefaces the Despatches from the Governors of the Colonies:

"The metric system is already used in Mauritius and Seychelles. The following are favourable to its adoption—Australia, New Zealand, Cape of Good Hope, Transvaal, Orange River Colony, Southern Rhodesia, Gambia, Northern Nigeria, Gibraltar, British Guiana, Trinidad, Leeward Islands, Windward Islands. Also, with a reservation that it must also be adopted in the United Kingdom or in the Empire generally: Sierra Leone, Southern Nigeria, Ceylon, and Falklands. Hongkong would take common action with other Colonies. The States of New South Wales, Victoria, and Western Australia are also favourable, but, together with South Australia and Tasmania, consider that the matter is one for the Commonwealth Government. Fiji is doubtful but must follow Australia and New Zealand. British New Guinea would go with Australia. Jamaica and British Honduras need the adoption of the system in the United States of America. The practice of India is important to the Straits Settlements, who would be followed by Labuan; and the Bechuanaland Protectorate would follow the rest of South Africa. S. Helena, Cyprus, Lagos, Wei-hui-wei, Barbados, and Bahamas are on the whole, unfavourable. The Gold Coast Colony and the State of Queensland are prepared to adopt, but consider that inconvenience would occur. Natal cannot consider the matter until some general lines of legislation have been agreed upon by His Majesty's Government. No definite answer has been given by Newfoundland, Malta, or Bermuda. Canada has not yet replied."

**SHIPPING NOTES.**

**THE WEATHER OUTSIDE.**  
The Chinese ss. *Taishan*, which reached this port yesterday from Shanghai with a consignment of general, reports light northerly breeze and fine weather to Tungyang; thence dense fog to Ockser, and calm and cloudy weather to port. The *Loonyang*, British steamer, from Manila with a cargo of general, reports good passage, with smooth sea; light, variable winds.

**RICE.**

The German steamers *Eise* and *Johanne* arrived yesterday with consignments of rice for Messrs. Jebsen & Co., and the German ss. *Hofstein* with a similar cargo for the Yuen Woo Co. All three were from Saigon.

**STAMMER MOVEMENTS.**

The P.-P. & O. steamer *Malta* left Singapore for this port on the 3rd inst., at noon, with the outward English mails, and is due here on the 8th inst., at about 8 a.m.

The C.P.R. steamer *Empress of India* arrived at Yougham at 4:30 p.m. on the 4th inst., and left again at 5 a.m. on the 5th inst. for Kobe, where she is due to arrive at 5 a.m. on the 6th inst.

The C.P.R. steamer *Althania* arrived at Shanghai at 12:30 p.m. on the 4th inst., and left again at midnight same day for Hongkong, where she is due to arrive at 8 a.m. on the 8th inst.

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The C.P.R. steamer *Althania* arrived at Shanghai at 12:3

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic address: Presses, Codes: A.B.C., 6th Ed.

Liefer's.  
P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZU, PORT SAID, MESINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO, taking cargo at through rates to PERUAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

## "CAPRI"

Captain Belotti, will be despatched as above on MONDAY, the 11th instant, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 5th April, 1904.

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## NOTICE OF REMOVAL.

**WE** have This Day REMOVED our Cigar Shop, to more commodious premises at No. 14, BEACONSFIELD ARCADE.

While thanking all our Customers for their kind Patronage in the past, we trust to merit a continuance of the same at our new Store.

SAYCE &amp; CO., Cigar Merchant.

Hongkong, 5th April, 1904.

## NOTICE.

WINDSOR GARDEN RESTAURANT,  
WONG NEI CHUNG ROAD,  
HAPPY VALLEY.

THE PARTNERSHIP existing in the business of the above Restaurant between myself and F. HUBER has been This Day dissolved, and I shall be no longer RESPONSIBLE for any DEBTS incurred by the said F. HUBER in the name of the Partnership after this date.

Dated the 5th day of April, 1904.

MAX JACOBS.

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## IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF RUSTOMJEE MEHERWANJEE MEHTA late of Victoria, Hongkong, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Sec. 53 of Ordinance No. 3 of 1897 made an order limiting to the 21st June, 1904, for sending in claims against the above Estate.

All creditors are hereby required to send their claims to the undersigned before the said date.

Dated the 5th day of April, 1904.

DENNYS & HOWLEY,  
Solicitors for the Administrator.

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## EVENT OF THE SEASON.

## CITY HALL.

THE SHORT SEASON ONLY  
Commencing APRIL 11th, MONDAY,  
After a Brilliant and Successful Season in South Africa, Ceylon and India,

Mr. M. B. LEAVITT's Elite Anglo-American TROUBADOURS  
A Select Company of High Class Vaudeville and Comedy Artists in a refined Entertainment, the Ideal Features and choicest Gems of Politis Vaudeville Music, Comedy and Burlesque Brilliantly Blended.

## presenting the following Artists.

Miss GEORGIA PUTNAM  
The Handsome American Burlesque Artist.

## Miss HELEN COLLINS

## The Accomplished English Comedienne.

## The Beautiful American Model.

## Mlle. LENORE

## In Artistic and Classic Poses.

The Popular Vocalist and Scoubette  
Miss VIOLET CHARD  
In the Latest Song and Dance Successes.

The Favorite London Comedian Vocalist and Dancer.

Mr. Geo. VICTOR LOYDALL  
The Funniest Comedian that has ever appeared in the East from the Gailey Theatre, London.

Mr. WILL LANSDOWNE  
The well-known Baritone Vocalist and Operatic Artist from the Savoy Theatre, London.

Mr. WILLIS TAYLOR  
The Favorite American Author, Composer and Pianist.

An Evening's Enjoyment of FRIVOLITY, JOLLITY AND FANTASY.  
Everything New, Bright & Up-to-date  
As an Extra Special Attraction Mr. Leavitt has added the World-Famed

MYSTERIOUS ZANCIGS  
Who will nightly appear in their Wonderful Entertainment of MENTAL TELEPATHY.

the Strongest, most Novel and Attractive Entertainment now touring the World.

Popular Prices of Admission.  
Booking and Play at ROBINSON PIANO CO., LTD.

Hongkong, 5th April, 1904.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI  
THE Company's Steamship

"HAILEOONG,"  
Captain Gibson, will be despatched for the above ports on FRIDAY, the 8th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 6th April, 1904.

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## HAMBURG-AMERIKA LINIE.

FOR SHANGHAI  
(Taking cargo at through rates to TSINGTAU).

THE Steamship

"LYEEMOON,"  
Captain Th. Lehmann, will be despatched for the above port on SATURDAY, the 9th inst., at 9 A.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 6th April, 1904.

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## ENTERTAINMENT

## AL FRESCO FEFE

## On behalf of the ORPHANS AND INVALIDS of the ITALIAN CONVENT.

TO be held in the Compound of the ROMAN CATHOLIC CATHEDRAL on SUN-DAY EVENING, the 10th APRIL, 1904, from 9 to 11 P.M.

The Superfices while thanking the benevolent Friends and Benefactors of the Institution, for the many proofs she has had of their generosity, hopes to receive and merit a large share of Public Patronage.

Hongkong, 29th March, 1904.

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## HONGKONG GYMKHANA CLUB.

## PROGRAMME

OF THE FIRST MEETING  
TO BE HELD AT THE HAPPY VALLEY,  
ON

SATURDAY, 23rd APRIL, 1904.

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1. THE GRANTHAM CUP.—Presented by Hart Buck, Esq. For all subscription gifting of any season that have never won an official race. Weight for inches as per scale. Unplaced runners allowed 5 lbs. Jackeys that have won an official race in Hongkong or China 2 lbs. extra, and winning Jackeys allowed 5 lbs. Entrance \$5. Fixtures \$1.

2. THE EAST POINT CUP.—Presented by Hart Buck, Esq. For all subscription gifting of any season that have never won an official race. Weight for inches as per scale. Unplaced runners allowed 5 lbs. Jackeys that have won an official race in Hongkong or China 2 lbs. extra, and winning Jackeys allowed 5 lbs. Entrance \$5. Fixtures \$1.

3. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup; penalties accumulative up to 15 lbs. Five to start or no race. Entrance \$5 to go in the purchase of a memento to the winner of each race. One mile.

4. THE GYMKHANA CLUB CHALLENGE CUP.—Value \$—, (not less than \$200). For all China Ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

5. THE GYMKHANA CLUB CHALLENGE CUP.—Value \$—, (not less than \$200). For all China Ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

6. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

7. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

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9. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

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11. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

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14. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

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19. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

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21. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

22. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

23. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

24. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

25. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

26. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

27. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice round and in.

28. THE "ICHIBAN" CUP.—Presented by G. C. Master, Esq. Handicap race. For all China Ponies. Weight 11 stone. Jackeys penalties and allowances as per Race No. 1, but winners



## SHIPPING.

## ARRIVALS.

April 4, CAPT. Italian str., 4,027, G. Belito, Bombay 7th March and Singapore 29th, General—CALLOWITZ & CO.  
 April 4, HOLSTEIN, German str., 985, T. C. Hansen, Saigon 31st March, Rice and General—CHINESE.  
 April 4, PIOMETHEUS, Norwegian str., 1,023, Lensbyrgen, Moji 30th March, Coal—OSAKA SHOSEN KAISHA.  
 April 4, SHANTUNG, German str., 1,687, Engelhart, Singapore 29th March, Kerosene Oil—MELCHERS & CO.  
 April 5, AETEMISIA, German str., 3,656, E. Grönemeyer, Hamburg and Singapore 29th March, General—HAMBURG-AMERIKA LINE.  
 April 5, EISER, German str., 903, J. Petersen, Saigon 31st Mar., Rice and Flour—JENSEN & CO.  
 April 5, EVANDALE, British str., 2,468, Buyers, Penrhyn 13th Feb., Coal—ADMIRALTY.  
 April 5, FORMOSA, British str., 2,606, B. W. H. Snow, London 20th Feb., General—P. & O. S. N. CO.  
 April 5, JOHANN, German str., 952, Ipland, Saigon 31st Mar., Rice and Flour—JENSEN & CO.  
 April 5, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 2nd March, General—JAEDINE, MATTHEWS & CO.  
 April 5, TAISHUN, Chinese steamer, 1,216, W. Jamieson, Shanghai 2nd April, General—CHINESE.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

5th April.

Port, British str., for Moji.  
 Honot, French str., for Haiphong.  
 Tito, German str., for Swatow.

## DEPARTURES.

5th April.

ARMAND BEYIC, French str., for Europe.  
 ILENHEIM, British cruiser, for Mys Bay.  
 BORG, Norwegian str., for Bangkok.  
 CHINA, American str., for San Francisco.  
 DIU, Portuguese gunboat, for Macao.  
 GLENFALOCK, British str., for Amoy.  
 HATCHING, British str., for Swatow.  
 LINAN, British str., for Shanghai.  
 MADELEINE RACKMERS, Ger. str., for Bangkok.  
 NEEFOO, Chinese str., for Shanghai.  
 TAISHUN, Chinese str., for Canton.  
 TENGSHING, British str., for Canton.  
 WHAMPOL, British str., for Shanghai.

## VESSELS IN DOCK.

5th April.

ABEDIN DOCKS.—  
 NATION DOCKS.—H. I. G. M. S. Moose,  
 Lin Tai, Foshing, China.  
 IMPERIAL DOCK—H.M.S. Otter.

**VESSELS ON THE BERTH**  
 FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 6th April, at 3 P.M.  
 For Freight or Passage, apply to

DAVID SASOON &amp; CO., LTD.

Agents.

Hongkong, 31st March, 1904. [885]

## FOR YOKOHAMA AND KOBE.

## THE Steamship

## "ARTEMISIA."

Captain Grönemeyer, will be despatched for the above ports TO-MORROW, the 7th April, at Noon.

## For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 31st March, 1904. [906]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "BALAARAT."

Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this for Hongkong, etc., on SATURDAY, the 9th APRIL, at Noon, taking passengers and cargo for the above ports.

Silk and Velveteen, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

## For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 29th March, 1904. [577]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Care at through routes to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

## THE Company's Steamship

## "TRIESTE."

Captain Mecozzi, will be despatched as above on WEDNESDAY, the 20th April, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; CO.,

Agents.

Princes Building.

Hongkong, 29th March, 1904. [420]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ARROW, British 4-m. barque, McDonald Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell Standard Oil Co.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. CO.	9th inst. at Noon.
LONDON & ANTWERP	MACHAO	Brit. str.	A. F. Street	BUTTERFIELD & SWINE	12th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TELEMACHUS	Brit. str.	.....	P. & O. S. N. CO.	About 13th inst.
LONDON & ANTWERP	ANTENOR	Brit. str.	.....	BUTTERFIELD & SWINE	26th Inst.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	Burmeister	BUTTERFIELD & SWINE	10th May
HAMBURG	BRISAGNA	Ger. str.	Schulka	MELCHERS & CO.	13th inst. Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dohrm	HAMBURG-AMERIKA LINIE	14th inst.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Gronemeyer	HAMBURG-AMERIKA LINIE	25th Inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	31st May.
HAVRE & HAMBURG	STRASSBURG	Brit. str.	Madsen	HAMBURG-AMERIKA LINIE	14th June
HAVRE & HAMBURG	SEGOWIA	Ger. str.	Förek	SANDER, WIELER & CO.	20th inst. P.M.
TRISTE	IDIOMENUS	Aust. str.	Mecozzi	BUTTERFIELD & SWINE	14th inst.
TRISTE, &c., VIA SINGAPORE, &c.	ACHILLES	Brit. str.	.....	HAMBURG-AMERIKA LINIE	About early May.
GENOA, MARSEILLES & LIVERPOOL	SHIMOSA	Brit. str.	DODWELL & CO. LTD.	DODWELL & CO. LTD.	20th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	E. OF INDIA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	27th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	.....	CANADIAN PACIFIC R. CO.	4th May.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	.....	PORTLAND & ASIATIC CO.	19th inst.
VICTORIA (B.C.) & SEATTLE VIA NAKI, &c.	NICOMEDIA	Brit. str.	G. V. Williams	PORTLAND & ASIATIC CO.	14th inst.
PORTLAND, OREGON	TRISTE	Brit. str.	McArthur	GIBR. LIVINGSTON & CO.	8th inst. at Noon.
AUSTRALIAN PORTS	ACHILLES	Brit. str.	B. H. W. Snow	P. & O. S. N. CO.	About 7th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SHIMOSA	Brit. str.	Gronemeyer	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI	MAITA	Brit. str.	.....	BUTTERFIELD & SWINE	To-day, at 4 P.M.
FOOCHEW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	T. Lehmann	SIMMENS & CO.	9th inst. at 3 P.M.
TAMSUI, VIA SWATOW & AMOY	TRITON	Jap. str.	C. L. Daniel	P. & O. S. N. CO.	About 10th inst.
ANPING, VIA SWATOW & AMOY	TRITON	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	13th inst. 10 A.M.
SWATOW, AMOY & TAMSUI	ZAFIRO	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	10th inst. 10 A.M.
MANILA	CHIHLI	Jap. str.	H. Kraft	OSAKA SHOSEN KAISHA	17th inst. 10 A.M.
MANILA, AUSTRALIAN PORTS	HAIFONG	Jap. str.	Gibson	BUTTERFIELD & SWINE	To-day, at 10 A.M.
MANILA DIRECT	CHINTU	Jap. str.	.....	BUTTERFIELD & SWINE	8th inst. 10 A.M.
MANILA DIRECT	ZAFIRO	Jap. str.	R. Rodger	BUTTERFIELD & SWINE	9th inst. 10 A.M.
MANILA	RUNI	Jap. str.	R. W. Almond	SHEWAN, TOMES & CO.	16th inst. 10 A.M.
CEBU & ILOIO	SHAWMUT	Jap. str.	W. M. Smith	DODWELL & CO. LTD.	About 30th inst.
WUCHANG	LYCING	Jap. str.	J. G. Spence	DAVID SASOON & CO. LTD.	8th inst. at 4 P.M.
CAPRI	CAPI	Ital. str.	Beloito	CARLOWITZ & CO.	Today, at 3 P.M.
					11th inst. Noon.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 15 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA"	6,000 TONS.	WEDNESDAY, 20th April.
R.M.S. "ATHENIAN"	3,832 TONS.	WEDNESDAY, 27th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 TONS.	WEDNESDAY, 11th May.
R.M.S. "TARTAR"	4,423 TONS.	SATURDAY, 21st May.
R.M.S. "EMPEROR OF CHINA"	6,000 TONS.	WEDNESDAY, 1st June.

Hongkong to London, 1st Class, via St. Lawrence River, via New York £62.

Intermediate on Steamers } £20. " " 242.

and 1st Class Rail } " " 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, annually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,

6.

S. H. BROWN, General Agent,

9, Peader Street.

Hongkong, 19th March, 1904. [787]

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG 1904.

ABOUT SHIMOSA ... early May.

For Freight and further information, apply to

DODWELL &amp; CO. LTD.

Agents.

Hongkong, 5th April, 1904. [877]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUMAERA PORTS.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 10th April
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April
GLASGOW and LIVERPOOL	"ALAINUS"	On 16th April
GLASGOW and LIVERPOOL	"HYSON"	On 17th April
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"MACHAON"	On 12th April
* GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 14th April
LONDON and ANTWERP	"TELEMACHUS"	On 23rd April
LONDON and ANTWERP	"ANTENOR"	On 10th May
* GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 19th April.

The s.s. "ANHUI" left Port Darwin on the 30th inst. for Manila and Hongkong.

For freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

[10-11]

Hongkong, 5th April, 1904.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	On 6th April.
SHANGHAI	"HUNAN"	On 6th April, 4 P.M.
SWATOW and TIENSIN	"CHIHIL"	On 7th April, Noon.
CEBU and ILAOLO	"WUCHANG"	On 8th April, 4 P.M.
MANILA, PORT DARWIN, THURS.	ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	* "CHINGTU"..... On 8th April, 4 P.M.
SYDNEY and YELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

[12]

Hongkong, 4th April, 1904.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS IN CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

## FOR CANTON.

THE new and fast Twin-Screw Steamer "SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUES-DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Menus \$1 each. Cargo freight very moderate.

CHEUNG-ON STEAMBOAT CO., LTD., No. 147, Connaught Road Central, Hongkong, 15th March, 1904.

## NOW ON SALE.

A BOOK FOR THE GLOBETROTTER, "FROM HONGKONG TO CANTON BY THE PEARL RIVER," BY CAPTAIN C. V. LLOYD (s.s. "HANKOW") With Illustrations, Maps and Plans. Price \$1.00

On Sale at— Hongkong: "DAILY PRESS" Office, Messrs. KELLY & WALSH. Messrs. W. BLEWELL & CO. Canton: Messrs. A. S. WATSON & CO. Hongkong, 4th October, 1903.

## THE BEST

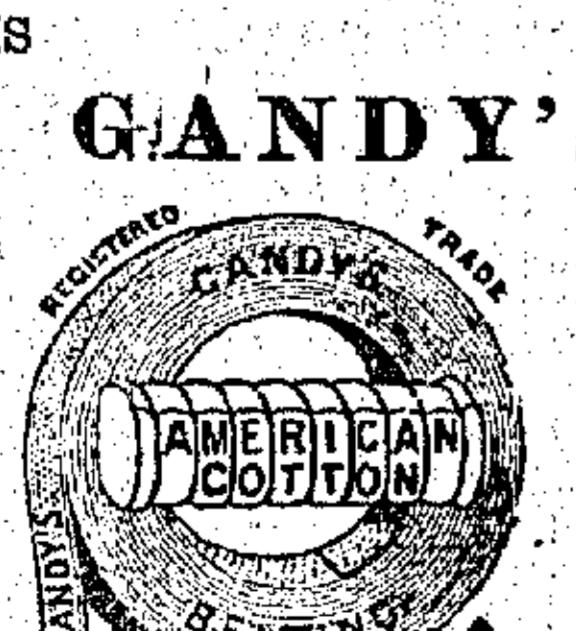
## THE OLDEST

## THE CHEAPEST

## BELT IN THE WORLD

IS

GANDY'S



"THE GANDY BELT," ENGLAND.

SOLE AGENTS: LUTGENS, EINSTMANN & CO. HONGKONG. 100-11

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"  
OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, the 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 6th April, at 9.30 A.M.

All claims must reach us before the 6th April, or they will not be recognized.

No fire insurance will be effected.

Bills of lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

Agents,

Hongkong, 30th March, 1904.

[5]

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND

CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OOPACK,"

are hereby notified that the cargo is being discharged into craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from craft or Godown on and after the 2nd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 7th prox.

No claim will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th prox., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognized.

No fire insurance has been effected.

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 31st March, 1904.

[10-11]

STEAMSHIP "ANNAM,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of cargo from London ex s.s. "Adour," "Cordon" and "Dordogne," from Havre ex s.s. "Avenir" and "Dordogne," in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on, unless intimation is received from the consignee before NOON, To-day, the 4th inst., requesting it to be landed here.

Bills of lading will be countersigned by the undersigned. Goods remaining unclaimed after Monday, the 11th April, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before Monday, the 11th April, or they will not be recognized.

All damaged packages will be examined on Monday, the 11th April, at 3 P.M.

No fire insurance has been effected.

G. DE CHAMPEAUX,

Agent,

Hongkong, 4th April, 1904.

[12]

The YOUNG  
AMERICAN  
CIGAR.

The FLAVOUR  
is  
exquisite.

The AROMA  
delicate and fine.

Smoked

everywhere,

NORTH, SOUTH

EAST, and WEST,

in fact

ALL OVER THE

UNIVERSE.

3120-4

## ON SALE.

THE PROVINCE OF SHANTUNG.  
ITS TRADE, POPULATION AND FUTURE  
PROSPECTS.

BY M. O'S.

Reprinted fr. the "HONGKONG DAILY PRESS."

Price, 50 cents Cash, Messrs. Kelly & Walsh

or Daily Press Office

Hongkong, 31st January, 1906.

15 to 25 per cent. Discount Allowed. [3314]

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is the oldest and still immeasurably the best

medium for Advertising among the

Native Community.

Established for nearly FORTY YEARS

circulates largely throughout Southern China

Indo-China, etc.

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Daughter, an Anglo-Chinese Ro-

mance, by Chas. J. H. Holcombe

ENGLISH AND CHINESE DICTIONARY: 4 Vols....

20.00

PROVINCE OF SHANTUNG: Its

Trade, Population and Prospects

0.50

MAP OF WEST RIVER ...

## POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.  
The *Doric*, with the American mail, left Yokohama on Friday, the 25th ult., via Kobe, Nagasaki and Manila, and may be expected here to-day.  
The *Malta*, with the English Mail of 12th inst., left Singapore on Sunday, the 3rd inst., at noon, and may be expected here on or about Friday, the 8th inst. This packet brings replies to letters despatched from Hongkong on the 16th February.  
The *Athenian*, with the Canadian mail, left Shanghai on Monday, the 4th inst., at midnight, and may be expected here on or about Friday, the 8th inst.

## MAILS WILL CLOSE

FOR	PER	DATE.
Canton		Wednesday, 6th, 7.30 A.M.
Swarow and Bangkok		Wednesday, 6th, 8.00 A.M.
Pekhoi		Wednesday, 6th, 9.00 A.M.
Swatow, Amoy and Anping		Wednesday, 6th, 9.00 A.M.
Macao		Wednesday, 6th, 11.30 P.M.
Singapore, Penang and Calcutta		Wednesday, 6th, 2.00 P.M.
Manila		Wednesday, 6th, 3.00 P.M.
Shanghai		Wednesday, 6th, 3.00 P.M.
Anony, Straits and Rangoon		Wednesday, 6th, 5.00 P.M.
Nanmato		Wednesday, 6th, 5.00 P.M.
Sanbus		Wednesday, 6th, 5.00 P.M.
Macao		Wednesday, 6th, 5.00 P.M.
Canton		Wednesday, 6th, 5.00 P.M.
Canton		Thursday, 7th, 7.30 A.M.
Manila		Thursday, 7th, 11.00 A.M.
Swarow and Tientsin		Thursday, 7th, 11.00 A.M.
Yokohama and Kobe		Thursday, 7th, 11.00 A.M.
Macao		Thursday, 7th, 11.15 P.M.
Swarow and Shanghai		Thursday, 7th, 5.00 P.M.
Nantuo		Thursday, 7th, 5.00 P.M.
Sanbus		Thursday, 7th, 5.00 P.M.
Canton		Friday, 8th, 7.30 A.M.
Swarow, Amoy and Tamsui		Friday, 8th, 9.00 A.M.
Tinor, Part Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne		Friday, 8th, 11.00 A.M.
Macao		Friday, 8th, 1.15 P.M.
Manila		Friday, 8th, 3.00 P.M.

TO-DAY.  
Ordinary Annual Meeting of the Green Island Cement Co., Ltd., 11.30 a.m.  
Yearly General Meeting of Members of the Hongkong Club, Club House, 5 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

5th April.

ON LONDON.—	TELEGRAPHIC TRANSFER	1.91
BANK BILLS, ON DEMAND	1.91	
BANK BILLS, AT 30 DAYS' SIGHT	1.91	
BANK BILLS, AT 4 MONTHS' SIGHT	1.91	
CREDITS AT 4 MONTHS' SIGHT	1.91	
DOCUMENTARY BILLS, 4 MONTHS' SIGHT	1.91	
ON PARIS.—		
BANK BILLS, ON DEMAND	2.27	
CREDITS AT 4 MONTHS' SIGHT	2.27	
ON GERMANY.—		
ON DEMAND	1814	
ON NEW YORK.—		
BANK BILLS, ON DEMAND	431	
WIRE, 30 DAYS' SIGHT	44	
ON OXFORD.—		
TELEGRAPHIC TRANSFER	1312	
BANK ON DEMAND	132	
ON CALCUTTA.—		
TELEGRAPHIC TRANSFER	1312	
BY AIR	132	
ON SHANGHAI.—		
RATE, AT SIGHT	72	
PRIVATE, 30 DAYS' SIGHT	72	
ON YOKOHAMA.—		
ON DEMAND	871	
ON ANILA.—		
ON DEMAND	NOMINAL	
ON SINGAPORE.—		
ON DEMAND	1061	
ON DUTAVIA.—		
ON DEMAND	1062	
ON HALIFORD.—		
ON DEMAND	114 p.m.	
ON SAIGON.—		
ON DEMAND	1 p.m.	
ON BANGKOK.—		
ON DEMAND	62	
SOVEREIGN, BANK'S BUYING RATE	111.15	
GOLD LEAF, 100 LINE, PER TWO	559.23	
BAR SILVER, PER OZ.	25.2	

## OPIUM.

4th April.  
Quotations are—Allow no net, I eat my Malwa New \$740 to \$880 per picul  
Malwa Old \$1000 to \$1040  
Malwa Older \$1060 to \$1100  
Malwa V. Old \$1120 to \$1160  
Persian fine quality \$880 to —  
Persian extra fine \$900 to —  
Patna New \$1320 to — per chos.  
Patna Old — to —  
Barox New \$1310 to —  
Barox Old — to —

## VESSELS EXPECTED.

\* \* \* \* \* THE AMERICAN MAIL.  
The O. & O. steamer *Doric* left Nagasaki for Manila on Tuesday, the 29th ult., at daylight, the Manila Saturday daylight.

The P.M. steamer *Siberia* left San Francisco for this port via Honolulu, &c., on the 23rd ult.

THE ENGLISH MAIL.

The P. & O. steamer *Malta* left Singapore for this port on the 3rd inst., at noon, and is due here on the 8th inst., at 8 a.m.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 4:30 p.m. on the 4th inst., and left again at 5 a.m. on the 5th inst. for Kobe, where she is due to arrive at 5 a.m. on the 8th inst.

THE GERMAN MAIL.

The Imperial German mail steamer *Hamburg* left Kobe via Nagasaki and Shanghai on the 4th inst., a.m., and may be expected here on the 12th inst.

THE MERCHANT STEAMERS.

The J.C.J. Lijn steamer *Prima* left Moji for Amoy for this port on the 20th ult., and may be expected here on the 6th inst.

The E. & A. steamer *Australasia*, for Australia, left Kobe on the 1st inst. for this port.

The Ben Line steamer *Benlavers*, from Antwerp and London, left Singapore on the 30th ult. for this port.

The C.N. steamer *Chingtu* left Kuching on the 21st inst., p.m., for Hongkong and Australian ports.

The C.P.E. steamer *Athenian* arrived at Shanghai at 12:30 p.m. on the 4th inst., and left again at midnight same day for Hongkong, where she is due to arrive at 6 a.m. on the 10th inst., at daylight.

The O.S.S. & C.M. steamer *Jason* left Singapore on the 4th inst., and is due here on the 10th inst., at daylight.

The O.S.S. & C.M. steamer *Achilles* left Singapore on the 4th inst., and is due here on the 10th inst., at daylight.

The C.N. steamer *Anhui* left Port Darwin on the 30th ult. for Manila and Hongkong.

The Boston Tow Boat Co.'s steamer *Lyra* left Victoria (B.C.) for Yokohama and the usual ports on the 3rd ult.

The O.S.S. & C.M. steamer *Pingsuey* left Victoria (B.C.) on the 26th ult. for Japan and Hongkong.

The C.M. steamer *Claverley* left Astoria on the 13th ult., and is due here on the 12th inst.

The A.A. steamer *Claverley*, from New York, at Singapore on the 30th ult., p.m., for Manila, is due here on the 13th inst.

The P. & A. steamer *Indrawelli* left Yokohama on the 4th inst., and is due here on the 14th inst.

The P. & A. steamer *Empire* left Sydney on the 30th ult. for Queensland ports and Hongkong.

A FIRST-CLASS HOTEL, most centrally situated. Well Furnished and Airy Bedrooms.

Monthly Boarders accommodated on very moderate terms.

For Particulars, apply to—

THE MANAGER.

Hongkong, 4th January, 1904. [112]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL in Mexico. Beautifully situated in Praya Grande next to Government House.

Telegraphic Address: "Internacional."

Apply to—

THE MANAGER.

Hongkong, 4th October, 1902.

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and, surrounded by a delightful garden, it is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

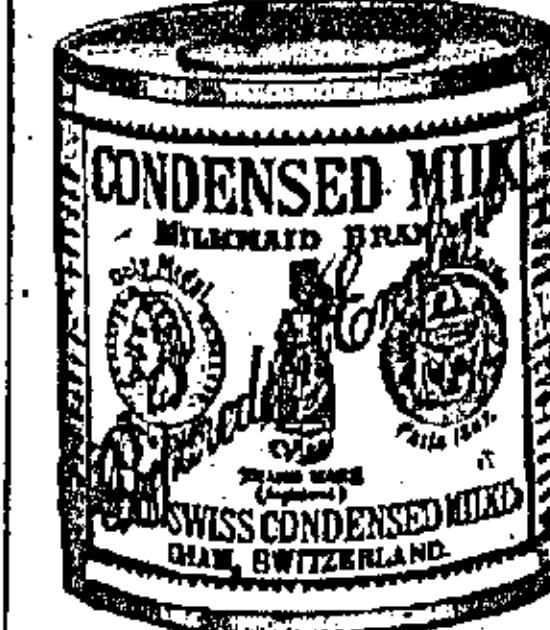
The Cuisine is excellent.

JAS. W. OSBORNE,

Proprietor and Manager.

Hongkong, 2nd December, 1903. [666]

## Milkmaid BRAND Milk Guaranteed



See this TRADE MARK on every Tin. 53

## Largest Sale in the World.

[See this TRADE MARK on every Tin. 53]

## JOINT STOCK SHARES.

Hongkong, 5th April.

COMPANY	PAID UP	QUOTATIONS.
Banks—Hongkong & Shai...	\$125	{ 325, buyers London & Co., 333.
Natl. Bank of China	\$25	{ 351, buyers London & Co., 351.
A. Shares	\$25	{ 351, buyers London & Co., 351.
B. Shares	\$25	{ 351, buyers London & Co., 351.
C. Shares	\$25	{ 351, buyers London & Co., 351.
H. Asbestos E. & F.	\$25	{ 351, sellers London & Co., 351.
Canton-Hongkong Ice	\$10	{ 410, nominal London & Co., 410.
Campbell, Macleod & Co.	\$10	{ 340, sellers London & Co., 340.
China-Borneo Co., Ltd.	\$500	{ 325, buyers London & Co., 325.
China Light and Power Co., Ltd.	\$10	{ 355, buyers London & Co., 355.
China Prov. L. & M.	\$10	{ 387.5, buyers London & Co., 387.5.
China Sugar	\$100	{ 314, buyers London & Co., 314.
China, Alaska, Ltd.	\$500	{ 320, buyers London & Co., 320.
Philippines Co., Ltd.	\$10	{ 310, buyers London & Co., 310.
Other Mills	\$10	{ 333, sellers London & Co., 333.
Two	\$10	{ 325, sellers London & Co., 325.
International	\$10	{ 325, sellers London & Co., 325.
Guang Kong Mow	\$100	{ 320, sellers London & Co., 320.
Soyches	\$10	{ 310, sellers London & Co., 310.
Hongkong	\$10	{ 310, sellers London & Co., 310.
Hongkong Electric	\$10	{ 310, sellers London & Co., 310.
H. H. L. Tramways	\$100	{ 300, sellers London & Co., 300.
H. K. Steam Waterboat Co., Ltd.	\$10	{ 315, sellers London & Co., 315.
Hongkong Hotel	\$50	{ 335, sales London & Co., 335.
Hongkong Ice	\$200	{ 320, sellers London & Co., 320.
H. & W. Dock	\$50	{ 325, buyers London & Co., 325.
Insurance	\$50	{ 320, buyers London & Co., 320.
Canton	\$50	{ 315, sellers London & Co., 315.
China Fire	\$50	{ 315, buyers London & Co., 315.
China Trade	\$25	{ 325, sales & buy. London & Co., 325.
Hongkong Fire	\$50	{ 325, sales London & Co., 325.
North China	\$50	{ 315, sellers London & Co., 315.</td